



DEPARTMENT OF THE NAVY
HELICOPTER COMBAT SUPPORT SQUADRON ONE
NAVAL AIR STATION, NORTH ISLAND
P. O. BOX 357121
SAN DIEGO, CALIFORNIA 92135-7121

IN REPLY REFER TO:

5750

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FEB 26 1993

From: Commanding Officer, HC 1, Naval Air Station North Island
To: Director of Naval History, (AR Branch), 901 M St. S.E.
Washington Navy Yard, Washington, D.C. 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D

Encl: (1) 1992 Command History
(2) MERITORIOUS UNIT COMMENDATION, CITATION
(3) HC-1 Change of Command Program, 09 Sept 1992
(4) Squadron Chain of Command
(5) Evaluation Results for Recovery of Horizontal MK-30
Targets
(6) CNO Safety Award
(7) Commanding Officers Photographs and Biographies

1. Per reference (a), enclosure (1) through (7) are submitted.

J. W. MULLARKY

Copy to: (w/encl's)
Director of Naval History
COMNAVAIRPAC (Code 012)
COMHELTACWINGPAC (Code N1)

Logan

1992 COMMAND HISTORY OF HELSUPPRON ONE

HC-1 is assigned to Anti-Submarine Warfare Wing, U.S. Pacific Fleet, Commanded by RADM Donald W. Baird. CDR John W. Mullarky is the Squadron's Commanding Officer. HC-1's missions included: operating as single site utility SH-3 Fleet Replacement Squadron (FRS)/Fleet Replacement Air Crew (FRAC), and West coast Fleet Replacement Aviation Maintenance Personnel school (FRAMP). HC-1 also provided H-3 Helicopter Weapons Recovery (HWR) service to the Southern California Offshore Range (SCORE), Vertical Onboard Delivery (VOD) with CH-53E, Search and Rescue (SAR) and logistical support to fleet units. HC-1 was in charge of and operated the West Coast SAR Swim School for the training of SAR officers and initial and refresher training of SAR swimmers, both Aviation and Surface, and the evaluation of all West Coast SAR capable helicopter units for COMNAVAIRPAC. HC-1's shore component is based at NAS North Island, San Diego, California. Detachment Six, was permanently homeported at NAF Atsugi, Japan, and deployed onboard USS Blue Ridge (LCC-19), providing VIP transport for COMSEVENTHFLT.

AIRCRAFT ASSIGNED TO HC-1

TYPE	BUNO	REMARKS
SH-3D	152705	RCVD 08 JAN 92 FM NAVSTKWARCEN TFR TO AMARC TUSCON AZ 29 APR 92
SH-3D	154108	TFR TO AMARC 29 APR 92
SH-3D	154112	TFR TO AMARC 29 APR 92
SH-3D	154113	TFR TO AMARC 29 MAY 92
SH-3D	156493	STRICKEN 24 JAN 93 PCO
SH-3D	156486	TFR TO AMARC 29 APR 92
SH-3G	149679	STRICKEN 12 NOV 92 PCO
SH-3G	149930	ON BOARD ENTIRE YEAR
SH-3G	150620	STRICKEN 30 SEP 92 PCO
SH-3G	151533	ON BOARD ENTIRE YEAR
SH-3G	151545	ON BOARD ENTIRE YEAR

Enclosure (1)

SH-3G	151554	ON BOARD ENTIRE YEAR
SH-3G	151536	RCVD FROM HC-1 DET 6, 16 OCT 92
SH-3G	149925	RCVD FROM VC-5 16 OCT 92 STRICKEN 26 OCT 92 PCO
SH-3G	149919	RCVD FROM VC-5 16 OCT 92
SH-3G	149698	RCVD FROM VC-5 16 OCT 92 SDLM 02 DEC 92 EA1
SH-3G	148996	RCVD FROM VC-5 16 OCT 92
SH-3G	148973	ON BOARD ENTIRE YEAR, DET 6 ATSUGI, JAPAN
SH-3H	148969	ON BOARD ENTIRE YEAR
SH-3H	149719	ON BOARD ENTIRE YEAR
SH-3H	149923	ON BOARD ENTIRE YEAR
SH-3H	151550	ON BOARD ENTIRE YEAR
SH-3H	151551	ON BOARD ENTIRE YEAR
SH-3H	152128	TFR TO SDLM 19 SEP 92
SH-3H	152130	TFR TO NAVSTKWARCEN 15 DEC 92
CH-53E	161542	TFR TO HM-12 03 APR 92
CH-53E	161543	TFR TO HC-2 07 AUG 92
CH-53E	161989	TFR TO HM-12 01 NOV 92
CH-53E	161990	TFR TO HM-12 01 NOV 92

SAR SWIM SCHOOL (SSS)

	Classes	Graduated
Cat I	0	0
Cat II	9	22
Cat III	2	2
SAR Officer	2	16
SAR P.O.	4	33

COMNAVAIRPAC
SAR Evaluator

42 Evaluations

Fleet Replacement Pilots (FRP)

Total of 10 classes	Graduated
Cat I	21
Cat II	12
Cat III	2
Cat IV	8
Total of 43 FRP students graduated	

Fleet Repacement Air Crew (FRAC)

	Classes	Graduated
Cat I	9	26
Cat II	1	1
Total of 10 classes and 27 students graduated		

Fleet Replacement Aviation Maintenance Personnel (FRAMP)

		AT	AD	AE	AM	AO	PC	TOT
I level	Classes	19	6	3	0	0	0	28
	Gratuated	46	27	10	0	0	0	83
O level	Classes	5	6	4	5	0	5	Tot 25
	Graduated	16	35	21	38	0	27	137

OPERATIONAL STATISTICS

Flight Hours	H-3	H-53
Day	5251.9	313.2
Night	859.0	37.9
Total	6110.9	351.1
Embarked Hours	H-3	H-53
Day	788.7	13.0
Night	228.6	0.0
Total	1017.3	13.0
Shipboard Landings	H-3 (D/N)	H-53 (D/N)
CQ	336/170	13/0
SLQ/DLQ	1527/537	---

Rescues

1 SAR, on 19 February 1992, resulted in 1 rescue, by
 LTjg (b) (6), LT (b) (6), AME1 (b) (6), AT1 (b) (6),
 AMH3 (b) (6).

8 Medivacs 2 Humevacs

Embarked Hours

EASTPAC 896.9

Cargo Moved (pounds)

SH-3	788,383 (INTERNAL)	1,074,000 (EXTERNAL)
CH-53E	325,550 (INTERNAL)	
Total	2,188,293	

Pax Moved

SH-3	3158
CH-53E	9872
Total	13030

Torpedo Launch/Recovery

MK-46	147 recovered	
MK-48	66 recovered	
MK-27/30	201 launched	145 recovered

Alpha Flight Related Mishap: 1

Description: MK 30 Target departed recovery cage in flight, impacted water and sank. (December 1992)
Cause: Uncommanded raising of the hoist.

INSPECTION RESULTS

Annual NATOPS Evaluation: 27-30 OCT, Grade of Satisfactory

NAVOSH Inspection: 23 January, Grade of Satisfactory

NAVOSH Worksite Inspection: 24-27 March Grade of Satisfactory

Command Total Quality Review by COMASWWINGPAC: 27-29 May
Grade of Satisfactory

Aircraft Maintenance Evaluation (AME): 02-04 June Grade of Satisfactory

Provided Night SAR support for the following ships:

USS BELLEAU WOOD	5 Nights
USS TRIPOLI	2 Nights
USS NEW ORLEANS	5 Nights
USS CORONADO	9 Nights

Provided a one plane detachment on board USS CORONADO for COMTHIRDFLT Support, from January 21, 1992 to February 6, 1992.

Provided a one aircraft det on board USS Coronado, for COMTHIRDFLT VIP support, from 26 February to 5 March 1992.

Provided a one plane detachment onboard USS CORONADO for COMTHIRDFLT Support for Operation Tandem Thrust from 07-23 July, flying one hundred hours

COMMAND AWARDS

Received MERITORIOUS UNIT COMMENDATION, 6 May 1992.

Received CNO Safety Award, 4 April 1992

TEST AND EVALUATION OPERATIONS

1. On 20 August and again on 16 September, HC-1 flew to PT Mugu and was configured for flight with the "CAST EYES" system, in support of CNO Project numbers 917 and 902. Eleven hours have been dedicated to this project so far with improvements noted on each flight. This system will enable reconnaissance of sea or shore activities from helicopters at some distance away.
2. From 23 to 25 June, HC-1 aircraft conducted testing of recovery techniques of the MK 30 target with a snare pole in Wilson Cove at San Clemente Island. Lessons learned will be applied to future continued testing of this possible alternative recovery technique. Enclosure (6) provides an evaluation summary.
3. During the month of September, HC-1 provided aircraft for the testing of the Vibration Analysis Test Set (VATS) system, which will enable vibration testing in flight of the H-3 aircraft. This will eventually lead to a decrease in wear and tear on dynamic components and airframes.

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4. During the week of 7-11 December, through the efforts of numerous outstanding personnel, HC-1 was able to simultaneously support CNO projects 371/225 at PT Mugu, and CNO project 779 at San Clemente Island. This required five fully mission capable SH-3G aircraft. This was accomplished without interrupting normal SCORE operational support at San Clemente Island.

SPECIAL OPERATIONS

On 26 August, FASTROPE operations were conducted with EODMU Three at OLF Imperial Beach, improving the flexibility of both squadron personnel and the SEALS in using the H-3 platform.

VIP SUPPORT

1. HC-1 successfully executed 151 VIP transfers. This included the high visibility transportation of the Prime Minister of Australia during the ceremonies of the 50th Anniversary of the Battle of the Coral Sea, flawlessly executed by HC-1 Det Six, Atsugi, Japan.

2. 1992 saw the acquisition of additional operational requirements in support of COMTHIRDFLT embarked on USS Coronado. This was accomplished without any additional funding of support hours. Three detachments were embarked for a total of thirty-three days, flying over 200 hours, and expeditiously completing all missions.

ACHIEVEMENTS IN AIRCRAFT MAINTENANCE AND SAFETY

Established and maintained a Technical Directive program which received glowing reports in the COMASWWINGPAC TIPS publication.

HC-1 flawlessly transferred six SH-3D, three SH-3G, two SH-3H, and four CH-53E's in 1992.

In September, the last CH-53E was safely transported to the East Coast, ending an almost nine year mishap-free association.

LOCAL COMMUNITY SUPPORT

The Squadron was an active participant in the community. In addition to opening its doors for tours, the squadron enthusiastically participated in the "Partners in Excellence" program. HC-1 volunteers helped students with tutoring and judging science fairs at the El Toyon Elementary School.

GENERAL INFORMATION

SAR:

HC-1 provided COMNAVAIRPAC's SAR evaluator for all squadrons and the NATOPS evaluator for all COMNAVAIRPAC units operating H-3 aircraft.

Score Range:

The Squadron's continuous support of the Southern California Offshore Range (SCORE) in the form of target launch/recovery and weapon recovery allowed for development of new tactics in the ASW arena. The support of this important tactical range has had a very positive training impact for all ASW platforms.

During January 1992 HC-1 started supporting the phase II SCORE expansion which tripled the size of the instrumented water for ASW training from 250 to 670 square miles. This range expansion enabled SCORE to conduct concurrent dual ASW exercises in a larger area with more realistic scenarios. The combination of dual operations and longer logistic flight legs for launch/recovery of targets and recovery of weapons increased the number of full mission capable aircraft required to support SCORE. Beginning in January 1992 HC-1 SCORE detachments often required three SH-3G aircraft on station at NAF San Clemente Island. Prior to 1992 the normal HC-1 SCORE detachment consisted of two aircraft with no requirement for a third aircraft to be available.

CHANGE OF COMMAND

On September 9, 1992, HC-1 held a Change of Command, in which CDR Michael J. Fitzsimmons, USN, was relieved by CDR John W. Mullarky, USN.

1992 COMMAND HISTORY

DET 6

Officer in Charge - LCDR (b) (6) (01Jan92 - 31Dec92)

Command Historian - LTJG (b) (6)

Note:

Embarked aboard the USS Blue Ridge for all underway and enroute/underway periods.

The HC-1 DET 6 (THE LOST BOYS) was permanently forward deployed in Atsugi, Japan. Det 6 was primarily tasked to support COMSEVENTHFLT, and had the honor of flying many of the world's dignitaries and notables during the past 17 years.

The detachment consisted of a single SH-3G helicopter, call sign "Black Beard."

January '92

01Jan - 05Jan: UPK YOKOSUKA

06Jan - 12Feb: SRA 21 YOKOSUKA

Notes:

Det 6 welcomed a visit by the HC-1 Commanding Officer, CDR Fitzsimmons, while the new aircraft was receiving a VIP paint scheme. The Det concerned itself with repairing and reorganizing the spaces.

Total Flights: 24

Deployed (embarked) flight hours (D/N): N/A

Deployed (shorebased) flight hours (D/N): N/A

Shipboard Landings (D/N): 0/0

Carrier Landings (D/N): 0/0

Field Landings (D/N): 61/2

Passengers: 49, VIPS: 26, MEDEVACS: 0

Cargo: 360 lbs., Mail: 0 lbs

February '92

13Feb - 16Feb: STRLS

17Feb - 26Feb: UPK YOKOSUKA

27Feb - 28Feb: ENR

29Feb - 03Mar: SASEBO

Notes:

Conducted day and night SLQ's for all the Det pilots enroute to Sasebo, Japan.

Total Flights: 14

Deployed (embarked) flight hours (D/N): 5.8/0.4

Deployed (shorebased) flight hours (D/N): 0/0

Shipboard Landings (D/N): 28/4

Carrier Landings (D/N): 0/0

Field Landings (D/N): 29/0

Passengers: 34, VIPS: 12, MEDEVACS: 0

Cargo: 800 lbs., Mail: 0 lbs.

MARCH '92

04Mar - 11Mar: ENR SINGAPORE

12Mar - 14Mar: SINGAPORE

15Mar - 17Mar: ENR BALI

18Mar - 20Mar: VST BALI
21Mar - 29Mar: ENR YOKOSUKA
30Mar - 14Apr: UPK YOKOSUKA

Notes:

Total Flights: 22
Deployed (embarked) flight hours (D/N): 18.7/3.0
Deployed (shorebased) flight hours (D/N): 1.3/0
Shipboard Landings (D/N): 63/15
Carrier Landings (D/N): 0/0
Field Landings (D/N): 5/0
Passengers: 27, VIPS: MEDEVACS: 0
Cargo: 3401 lbs., Mail: 1600 lbs., Vertrep: 600 lbs.

April '92

15Apr - 18Apr: ENR GUAM
19Apr - 20Apr: GUAM
21Apr - 27Apr: ENR NEW CALEDONIA
28Apr: Brief Stop
29Apr - 30Apr: ENR SYDNEY

Notes:

Flew the U. S. Ambassador to Fiji while in Noumea, New Caladonia
(28 APR)
Total Flights: 40
Deployed (embarked) flight hours (D/N): 17.9/3.4
Deployed (shorebased) flight hours (D/N): N/A

After a five day visit to Hong Kong and as the Blue Ridge was passing through the straits of Malacca, the detachment participated in the ceremony changing over the command of all Seventh Fleet Forces from Vice Admiral Arthur to Rear Admiral Wright. At the conclusion of the ceremony, Admiral Arthur was flown to Singapore aboard the H-3 helicopter nicknamed "Black Beard."

The detachment continued the cruise toward Sri Lanka and India where the USS Blue Ridge was tasked to further US/Indian military civil cooperation and understanding.

Total Flights: 49

Deployed (embarked) flight hour (D/N): 7.4/2.0

Deployed (shorebased) flight hours (D/N): N/A

Homeported flight hours (D/N): 38.4/3.0

Shipboard Landings (D/N): 28/16

Carrier Landings (D/N): 0/0

Passengers: 57, VIPS: 14, MEDEVACS: 0

Cargo: 1800 lbs., Mail: 50 lbs.

July '93

08Jul - 11Jul: COLOMBO

11Jul - 13Jul: ENR MADRAS

13Jul - 16Jul: MADRAS

16Jul - 19Jul: ENR PENANG

19Jul - 23Jul: PENANG

23Jul - 01Aug: ENR YOKOSUKA

Notes:

Total Flights: 37

Deployed (embarked) flight hours (D/N): 33.1/0

Deployed (shorebased) flight hours (D/N): N/A

Homeported flight hours (D/N): 73/0

Carrier Landings (D/N): 0/0

Cargo: 6500 lbs., Mail: 3950 lbs.

August '92

01Aug - 13Aug: UPK YOKOSUKA

13Aug - 16Aug: ENR CHINHAE

16Aug - 31Aug: CHINHAE

31Aug - 03Sep: ENR YOKOSUKA

Notes:

Returning for a brief rest in Japan via Panang Malaysia, DET 6, sailed to Chinhae Korea. It was here that the detachment was involved in logistic support in a Joint US-Korean communications exercise, "ULCHI FOCUS LENS." Det 6 operated daily while pierside.

PAO

The furthering of relations between the United States and her Asian allies was important during the past three months. Several members of the DET 6 team, in support of this aim volunteered their time in various ship sponsored community relation projects in each of the ports of call, such as rehabing orphanages and retirement homes. They were: LTJG (b) (6), AEC (b) (6), PN1 (b) (6), AK1 (b) (6), YN2 (b) (6), AMH3 (b) (6).

Total Flights: 43
Deployed (embarked) flight hours (D/N): 15.7/0.08
Deployed (shorebased) flight hours (D/N): N/A
Homeported flight hours (D/N): 13.2/0
Shipboard Landings (D/N): 16/1
Carrier Landings (D/N): 1/0
Passengers: 102, VIPS: 30, MEDEVACS: 0
Cargo: 1450 lbs., Mail: 0 lbs.

September '92

03Sep - Dec: SRA YOKOSUKA

Notes:

Total Flights: 14
Deployed (embarked) flight hours (D/N): 1.8/0
Deployed (shorebased) flight hours (D/N): N/A
Shipboard Landings (D/N): 1/0
Carrier Landings (D/N): 0/0
Passengers: 20, VIPS: MEDEVACS: 0
Cargo: 1150 lbs., Mail: 0 lbs.

October '92

FLT PRO Missing at this time.

Notes:

Remodeling new spaces next to HSL-51.

November '92

Notes:

Total Flights: 29
Deployed (embarked) flight hours (D/N): 0/0
Deployed (shorebased) flight hours (D/N): 0/0
Homeported flight hours (D/N): 25.3/7.3
Shipboard Landings (D/N): 0/0
Carrier Landings (D/N): 0/0
Passengers: 32, VIPS: 13, MEDEVACS: 0
Cargo: 950 lbs., Mail: 0 lbs

DECEMBER '92

Homeported flight hours: 31.3
Passengers: 11 VIPS: 26 Passengers
Cargo: 1650 lbs



THE SECRETARY OF THE NAVY
WASHINGTON

The Secretary of the Navy takes pleasure in presenting the
MERITORIOUS UNIT COMMENDATION to

HELICOPTER COMBAT SUPPORT SQUADRON ONE

for service as set forth in the following

CITATION:

For meritorious service in combat support, fleet replacement pilot training development, and heavy lift support of Navy Units in the Southern California operating area and on deployment to the Persian Gulf from 1 February 1990 to 1 July 1991. During this period, Helicopter Combat Support Squadron ONE stood up and deployed two detachments in support of Operations DESERT SHIELD and DESERT STORM on extremely short notice. Their resourcefulness and unfailing dedication were evident in the highly successful recovery of a 26-foot Navy support boat, the high altitude recovery of two crash damaged CH-46 aircraft, and the training of replacement pilots aircrewmen and maintenance personnel for other Navy squadrons and units. By their inspirational initiative, unequalled professionalism, and extreme devotion to duty, the officers and enlisted personnel of Helicopter Combat Support Squadron ONE reflected credit upon themselves and upheld the highest traditions of the United States Naval Service.

Secretary of the Navy



"So Others May Live"

HELICOPTER COMBAT SUPPORT SQUADRON ONE



CDR MICHAEL J. FITZSIMMONS
COMMANDING
CDR JOHN J. MULLARKY
RELIEVING

NAVAL AIR STATION, NORTH ISLAND
SAN DIEGO, CALIFORNIA

Enclosure (3)



The responsibility of the Commanding Officer for his command is absolute, except when, and to the extent, relieved therefrom by competent authority, or as provided otherwise in these regulations. The authority of the Commanding Officer is commensurate with his responsibility. While he may, at his discretion, and when not contrary to law or regulations, delegate authority to his subordinates for the execution of details, such delegation of authority shall in no way relieve the Commanding Officer of his continued responsibility for the safety, well-being, and efficiency of his entire command.

U. S. NAVY REGULATIONS

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TO OUR GUESTS

Upon the arrival of the military dignitaries receiving honors, guests in uniform, as well as civilian attire, should stand. All guests should rise for the Parade of the Colors, the National Anthem, the Invocation, the Benediction and the Retirement of the Colors.

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NATIONAL ANTHEM
PERFORMED BY

NAVY BAND SAN DIEGO

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COLOR GUARD PROVIDED BY
NAVAL AIR STATION, NORTH ISLAND

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FIFTY STATE FLAG DISPLAY PROVIDED BY
NAVAL AIR STATION, NORTH ISLAND

*Wednesday, the Ninth of September
Nineteen Hundred Ninety Two
Ten O'Clock*

*Commander
Helicopter Combat Support Squadron One*

Commander Michael J. Fitzsimmons, USN

will be relieved by

Commander John W. Mullarky, USN

*Naval Air Station North Island
San Diego, California*

CHANGE OF COMMAND TRADITION

Naval ceremonies antedate the Christian Era. Common dangers and shared victories tend to the creation of brotherhood, and in none is it closer than that of the naval profession where men are bound by common traditions, shared practices, and ancient customs. The Navy, an organization of explicit discipline, lends itself to the perpetuation of the more venerated customs, heroic traditions and dignified ceremonies such as that which we are witnessing today.

The ceremonies, customs and traditions of our modern Navy draw their origin from ancient customs and laws of the sea begun in historic times by seafaring men and gradually merged into the British Naval Regulations in effect at the time of the American Revolution. The effect these old customs have had in the formulation of naval regulations is a marked example of the influence of tested usage.

John Adams, who compiled the first rules for Regulation of the Navy in the United Colonies and thus set a precedent for future provisions, used as his guide the instructions and regulations of the British Admiralty, themselves a product of timehonored traditions and custom. It was the direction of these that the Father of the U.S. Navy, John Paul Jones, born British subject, gave our Navy its earliest traditions of heroism and victory. These traditions and customs have prevailed in the years since then. Some have become law. The highest praise that can be paid a Navyman is that he lived and worked according to the highest traditions of the U.S. Naval Service. Eternal credit is due to those who never underestimated the immeasurable value of Naval traditions, customs, and ceremonies, the spiritual cement in a naval organization.

The Change of Command Ceremony you witness today is not prescribed specifically by U.S. Navy Regulations, but rather is an honored product of the rich heritage of Naval tradition. It is a custom wholly naval, without an equivalent counterpart in the Army or Air Force. Custom has established that this ceremony be formal and impressive, designated to strengthen that respect for authority which is vital to any military organization. Parading hands at quarters and the personnel was a very slow process. This procedure was designated to ensure that only duly authorized officers held command and that all aboard were aware of its authenticity.

The heart of the ceremony is the formal reading of official orders by both the relieving officer and the officer to be relieved. Command passes upon utterance by the relieving officer, "I relieve you, sir!" The officer being relieved responds, "I stand relieved!" This simple procedure is duplicated hundreds of times daily throughout the navies of the world as each watch officer passes responsibility to his relief in the conduct of each ship's routine.

The strength and supremacy of today's Navy stems in large measure from the observance of customs and traditions, each founded on need, each contributing its share to stability, combat effectiveness, and smooth transfer of authority. This simple ceremony, passing authority and responsibility to yet another fine officer reflects the dedication of free men serving their nation proudly.



THE CHANGE OF COMMAND CEREMONY

The Change of Command Ceremony is a time-honored tradition which formally restates to the officers and personnel of the Command the continuity of the authority of command. It is a formal ritual conducted before the assembled company of the Command. The Change of Command of a naval unit is unique in the world today. It is an instantaneous transfer of total authority, responsibility, and accountability from one individual to another.

**COMMANDER
MICHAEL J. FITZSIMMONS
UNITED STATES NAVY**



Commander Fitzsimmons entered the navy through the Aviation Reserve Officer candidate program (AVROC) after graduating from Emory University in Atlanta, Georgia, in June 1971. He was commissioned in September 1971 and received his wings in June 1972.

Commander Fitzsimmons' initial assignment was to Naval Station Rota, Spain. Subsequent assignment was to HC-16 from February 1976 to August 1978 where he served as Officer-in-Charge for H-46 detachments onboard USS LEXINGTON (CVT-16) and USS EISENHOWER (CVN-69). He attended Defense Intelligence School in Washington, D.C. from September 1978 until October 1979. Commander Fitzsimmons was next assigned to Navy Recruiting District, Atlanta, Georgia, then to USS GUADALCANAL (LPH-7) as Assistant Operation/Air Operations Officer. Following assignment to HC-6, he served as Maintenance Officer in HC-8 and as Officer-in-Charge of the H-46 detachment onboard USS SYLVANIA (AFS-2). Commander Fitzsimmons was attached to Helicopter Tactical Wing One in Norfolk, Virginia from November 1985 to November 1986 as the coordinator for the reestablishment of HC-2.

From January 1987 until June 1989, Commander Fitzsimmons served in HC-5 in Guam where he was the Executive Officer and Commanding Officer. His most recent assignment was Operations Officer onboard USS INCHON (LPH-12) in Norfolk, Virginia.

Commander Fitzsimmons' personal awards include the Meritorious Service Medal, the Navy Commendation Medal, and the Navy Achievement Medal.

Commander Fitzsimmons is from (b) (6). He and his wife (b) (6) have two daughters, (b) (6) and (b) (6).

**COMMANDER
JOHN W. MULLARKY
UNITED STATES NAVY**



Commander John W. Mullarky, a native of (b) (6) entered the U.S. Navy in 1973 after receiving a Bachelor of Science Degree from Florida Technological University. Following Aviation Officer Candidate School and Naval Flight Training, he was assigned to the first of four operational helicopter squadron tours. These tours covered the full spectrum of HC aircraft and missions including plane guard, vertical replenishment, and heavy lift. In 1988, he took the reins as Commanding Officer of the Black Stallions of Helicopter Combat Support Squadron Four in Sigonella, Sicily. CDR Mullarky has accumulated over 3200 hours and 1100 shipboard landings in eight different Navy aircraft.

Significant shore assignments include a tour in recruiting as an officer recruiter and enlisted Programs Officer at Harrisburg Pennsylvania. There he was a member of the top recruiting district in the nation for two consecutive years. In 1990 he reported to the Joint Staff, National Emergency Airborne Command Post at Offutt AFB, Nebraska, where he served as Command Center Operations Chief. He is a designated Joint Specialty Officer. CDR Mullarky was selected for Aviation Bonus Command in 1991 and subsequently for promotion to Captain in February 1992. He holds a Masters Degree in National Security Affairs from the U.S. Naval Postgraduate School in Monterey, California, and graduated from the U.S. Army War College at Carlisle Barracks, Pennsylvania.

CDR Mullarky's awards include the Meritorious Service Medal, Navy Achievement Medal, Joint Meritorious Unit Award, Navy Unit Commendation, Meritorious Unit Commendation, Navy Battle "E" ribbon, National Defense Service Medal, Armed Forces Expeditionary Medal, Sea Service Deployment ribbon, and Navy and Marine Corps Overseas Service ribbon.

CDR Mullarky is married to the former (b) (6) of (b) (6). They have three children: (b) (6) age 16, (b) (6) age 10 and (b) (6) age 2.

COMMAND HISTORY

Helicopter Combat Support Squadron ONE (HC-1), formerly known as Helicopter Utility Squadron ONE (HU-1), was commissioned at Naval Air Station Lakehurst, New Jersey in 1948 as the Navy's first operational helicopter squadron. Shortly thereafter, the squadron was moved to Naval Auxiliary Air Station Miramar, San Diego, California where it achieved operational status. In 1951 HU-1 moved to Naval Auxiliary Air Station Ream Field, Imperial Beach, California. The squadron was redesignated Helicopter Combat Support Squadron ONE (as it more accurately described the mission of the command) on July 1, 1965. In 1976 HC-1 transferred to its present location at Naval Air Station North Island. Since commissioning, the squadron's primary mission of air-sea rescue remained unchanged. During the Korean Conflict HELSUPPRON ONE pilots and aircrewmen were among the first into combat and pioneered new techniques of personnel rescue from behind enemy lines; a mission designated as "Combat SAR." For "its extraordinary heroism in action behind enemy lines" HELSUPPRON ONE was awarded the Presidential Unit Citation and one of the pilots was decorated with the Nation's highest award, the Congressional Medal of Honor for his extraordinary heroism in action against enemy aggressor forces.

As recently as 1967, HELSUPPRON ONE was the largest and most active helicopter squadron in the Navy. From Antarctic-bound ice breakers to attack carriers on patrol in the South China Sea, HC-1 has covered an extended area encompassing nearly 50 million square miles. As the versatility of the helicopter increased, so did the demands for services. HELSUPPRON ONE has accomplished such diversified missions as ice reconnaissance, medical evacuation, logistic support, vertical replenishment, guided missile recovery, photo reconnaissance, ground support with helicopter gunships, National Geographics surveys, personnel transfers, gunfire spotting, fleet training assistance, mine sweeping, airborne torpedo recovery and transfer of chaplains throughout the fleet for church services. More notably HC-1 had the privilege of providing services in the recovery of the Apollo missions 15, 16 and 17 and Skylab Missions II, III and IV. Additionally, during its history, with the exception of the H-60, HC-1 has operated every type of helicopter introduced into the Navy inventory. Yet, above all, the primary mission of the HELSUPPRON ONE is the safeguarding of human life during times of peace or war. The "FLEET ANGELS" of HC-1 have amassed over 1,682 civilian and military rescues.

In 1967 HELSUPPRON ONE was divided into the following five different squadrons: Helicopter Attack (Light) Squadron THREE (gunships—since decommissioned), Helicopter Combat Support Squadron THREE (vertical replenishment), Helicopter Combat Support Squadron FIVE (Lamps Training)—now HSL-31 and to Helicopter Combat Support Squadron SEVEN (logistics support and COMTHIRDFLT). In November 1978, HC-1 assumed the mission of helicopter weapons recovery support for Pacific Fleet units engaged in Anti-submarine readiness training using the Southern California Offshore Range (SCORE). In October 1980 HC-1 assumed administrative control of the West Coast SAR Swim School.

Today, the "FLEET ANGELS" fly "so others may live" at North Island and a one-aircraft Detachment onboard USS BLUE RIDGE (LCC-19) providing VIP service for COMSEVENTHFLT and COMTHIRDFLT on the USS CORONADO with the Sikorsky SH-3G "Sea King" Helicopter. In 1984 the squadron received four CH-53E "Super Stallions," which brought heavy lift, vertical onboard delivery (VOD) to the Pacific Fleet for the first time. On the 1st of June 1989 HC-1 assumed the mission of Fleet Replacement Squadron and Fleet Replacement Aircrew Training for all of the Navy's utility H-3 helicopters and also the Fleet Readiness Aviation Maintenance Personnel Training for all the West Coast HC personnel.

FORMER COMMANDING OFFICERS

CDR M.A. PETERS, USN
1 APR 1948 — 8 SEP 1949

CDR E.B. NOBLE, USN
8 SEP 1949 — 8 DEC 1950

CDR D.S. BILLETT, USN
8 DEC 1950 — 14 FEB 1952

CDR H.N. KOSCIUSKO, USN
14 FEB 1952 — 20 JUN 1953

CDR E.F. HAYES, USN
20 JUN 1953 — 31 MAR 1955

CDR V.U. MUIRHEAD, USN
31 MAR 1955 — 10 AUG 1956

CDR R.S. KILCOURSE, USN
10 AUG 1956 — 30 DEC 1957

CDR A.C. SNIDER, USN
30 DEC 1957 — 30 DEC 1958

CDR J.F. WUNDERLICH, USN
30 DEC 1958 — 10 DEC 1959

CDR W.F. CULLEY, USN
10 DEC 1959 — 30 NOV 1960

CDR W.B. TRACY, USN
30 NOV 1960 — 27 OCT 1961

CDR J.D. KUSER, USN
27 OCT 1961 — 29 JUN 1962

CDR W.C. CASEY, USN
29 JUN 1962 — 19 JUN 1963

CDR R.C. OLIVE, USN
19 JUN 1963 — 10 APR 1964

CDR D.W. FISHER, USN
10 APR 1964 — 26 FEB 1965

CDR D.A. WENTE, USN
26 FEB 1965 — 25 FEB 1966

CDR W.R. QUARG, USN
25 FEB 1966 — 20 JAN 1967

CDR R.N. KERSCH, USN
20 JAN 1967 — 4 APR 1968

C'DR P.W. CHRSTON, USN
4 APR 1968 — 1 APR 1969

CDR J.B. HOWARD, USN
1 APR 1969 — 17 APR 1970

CDR R.L. WHEELER, USN
17 APR 1970 — 2 APR 1971

CDR S.A. COAKLEY, USN
2 APR 1971 — 26 MAY 1972

CDR A.K. FIESER, USN
26 MAY 1972 — 28 JUN 1973

CDR E.E. DAHILL, III, USN
28 JUN 1973 — 10 JUN 1974

CDR W.D. POCKLINGTON
10 JUN 1974 — 13 JUN 1975

CDR H. LINEBACK
13 JUN 1975 — 28 MAY 1976

CDR R. LAZO, USN
28 MAY 1976 — 6 MAY 1977

CDR R.F. HABICHT, USN
6 MAY 1977 — 21 JUN 1978

CDR R. VAZQUEZ
21 JUN 1978 — 26 OCT 1979

CDR R.B. LEWIS, USN
26 OCT 1979 — 30 JAN 1981

CDR A.J. BILLINGS, USN
30 JAN 1981 — 26 MAR 1982

CDR R.W. BARR, USN
26 MAR 1982 — 2 SEP 1983

CDR W.M. CALHOUN, USN
2 SEP 1983 — 1 FEB 1985

CDR J.T. FRANCEL, USN
1 FEB 1985 — 22 AUG 1986

CDR T.W. WALDBEESER, USN
22 AUG 1986 — 1 APR 1988

CDR H.O. FRANKENFIELD, USN
1 APR 1988 — 23 JAN 1989

CDR L.K. LITTLETON, JR., USN
23 JAN 1989 — 10 MAY 1990

CDR ROBERT D. SMITH, USN
30 MAY 1990 — 28 MAR 1991

CDR MICHAEL J. FITZSIMMONS, USN
28 MAR 1991 — 9 SEP 1992

PROGRAM

Arrival of Distinguished Guests
REAR ADMIRAL DONALD W. BAIRD
COMMANDER ANTI SUBMARINE WARFARE WING

Remarks by Commanding Officer
COMMANDER MICHAEL J. FITZSIMMONS
UNITED STATES NAVY

Parade of Colors

Reading of Orders and Change of Command Ceremony

National Anthem

Remarks by Commanding Officer
COMMANDER JOHN W. MULLARKY
UNITED STATES NAVY

Invocation
LT. (b) (6)

Benediction
LT (b) (6)

Navy Hymn

Retire the Colors

★ ★ ★
Music by
NAVY BAND SAN DIEGO

★ ★ ★
Color Guard by
NAVAL AIR STATION, NORTH ISLAND



All participants and their guests are cordially invited to participate in a cake cutting ceremony immediately following the ceremony

SAILOR OF THE YEAR - HC-1

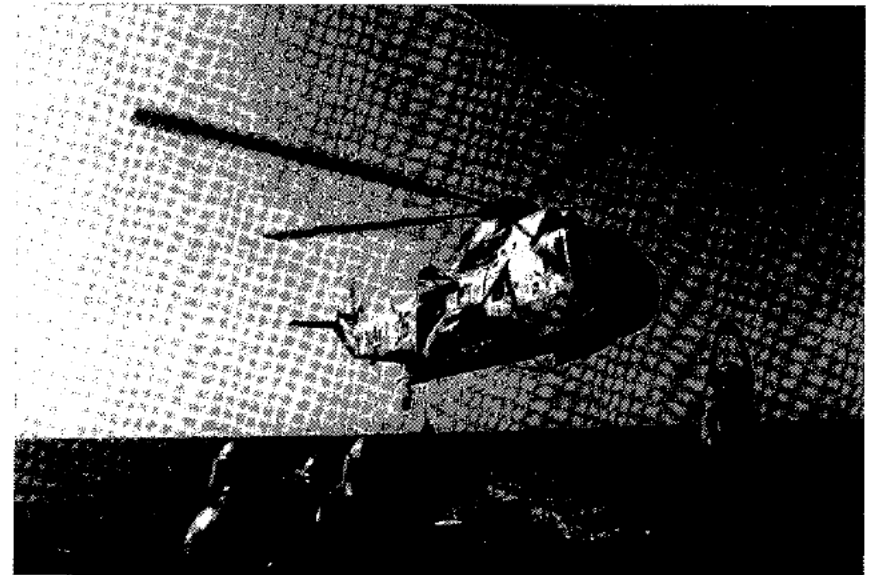
1991 AT1(AW) THOMAS

SAILOR OF THE QUARTER - HC-1

APRIL-JUNE 1991	AD2 (b) (6) AZ3 (b) (6)	(SENIOR) (JUNIOR)
JULY-SEPT 1991	AD1(AW) (b) (6) AT3 (AC) (b) (6)	(SENIOR) (JUNIOR)
OCT-DEC 1991	AZ1 (b) (6) AMS3 (AC) (b) (6)	(SENIOR) (JUNIOR)
JAN-MAR 1992	PR1 (b) (6) AE3 (b) (6)	(SENIOR) (JUNIOR)
APR-JUN 1992	AMH1 (b) (6) AT3 (b) (6)	(SENIOR) (JUNIOR)

COMASWWINGPAC SAILOR OF THE QUARTER

APRIL-JUNE 1991	AZ3 (b) (6)	(JUNIOR)
JULY-SEPT 1991	AD1(AW) (b) (6) AT3 (AC) (b) (6)	(SENIOR) (JUNIOR)
OCT-DEC 1991	AZ1 (b) (6) AMS3 (AC) (b) (6)	(SENIOR) (JUNIOR)
JAN-MAR 1992	PR1 (b) (6) AE3 (b) (6)	(SENIOR) (JUNIOR)
APR-JUN 1992	AT3 (b) (6)	(JUNIOR)



ENLISTED PERSONNEL

AMS2 (b) (6)
YN3
AE3
AMH3
AZ3
ADAN
AN
AA

EXECUTIVE OFFICER
CDR JOHN STOTZ

COMMAND MASTER CHIEF
MMCM GARY SLIDER

CHIEF PETTY OFFICERS

LCDR (b) (6)
LT
LT
LT
LT
LTJG
CWO2

YNC (b) (6)
AEC

ENLISTED PERSONNEL

AMS1
PN1
AT1
AD1
AK1
AMS1
AD1
AMH1
AE1
AMS1
YN2
AD2
AZ2
PR2
AME2
AE2

AMS2 (b) (6)
YN3
AE3
AMH3
AZ3
ADAN
AN
AA

OFFICERS

[illegible]

LTJG (b) (6)

LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
ENS
ENS
CW02
CW02

CHIEF PETTY OFFICERS

(b) (6)

HC-1 ENLISTED PERSONNEL

AD3 (b) (6)

AK2

AN

AO3

ABE2

AMH3

AMH3

AMS1

YN1

ATAN

AMS3

ADAN

AD3

AA

AMSA

AN

AMS1

ADAN

AN

AT2

ADAN

PR1

ATAN

AA

AZ1

AT2

AZAA

AMS2

AT3

AN

AN

AN

AMEAF

AMH1

AZ3

AT3

ADAN

YNSA

AD3

AD3

ATAN

AN

AZAR

AD2

AMS3

AE3

AN

YN3

ABH2

AE3

AMS3

AO1

AM53

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AD3

ADAA

AE3

AR

AE1

YN3

AK2

AO1

AMSAN

AMS2

A03

ATAN

ADAN

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AE3

AMS3

AD3

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AD3

AT3

YN2

AO2

AMH2

AMH1

AT3

AO2

AD3

AEAN

AO2

AT3

AT2

AMSAN

AE3

AMH3

AD2

AM52

ADAN

ADI

ATI

AE1

AEAN

AD3

AD3

AMEI

AMHA

AD1

AM53

AM53

AM52

PR2

AE3

AD3

AMSI

ATAN

MM1

AMHI

AM52

AMSI

AEAA

GSM2

ADAN

AM52

PR3

YN2

AT2

ATI

AT3

AE2

ATAA

ADI

PR2

AK2

AD2

A03

AT2

ATAN

ATAN

AMSAN

YN3

AD3

ATAN

ATAN

AMH2

AN

AW1

ATAA

AE2

ATAN

AA

AE3

A03

AMH3

ADAR

PR1

ATAA

AM52

AM53

ADAN

AN

AMEI

ADAA

A02

AMSAN

AE3

AT1

AD2

AE2

AA

AZ3

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AMS3

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AMH1

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AEAA

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AD2

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AD2

ADAN

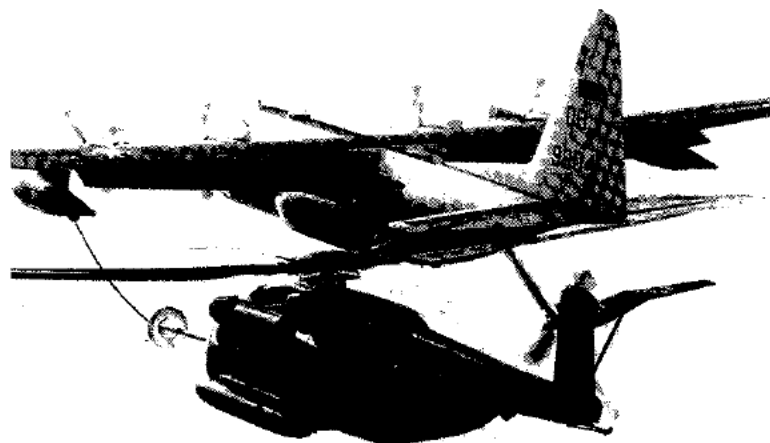
AMH3

AT2
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AN

(b) (6)

AMH3
AMH2
AMSAN
AD2
AK3
AT1
PRAR
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AK3
ADAN
AMH3
AE3
ADAN
HMI
ABE2
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AEAA
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AME2
AMH2
AMS2
AZ1
AD1
AEAA
ATAN
AMEAN
AE3
AT2
AMH1
AEAA
AE3

(b) (6)



COMMANDING OFFICER
CDR John W. Mullarky

Executive Officer
CDR John W. Stotz

OIC DET 6
LCDR (b) (6)

Command Master Chief
MMCM Gary L. Slider

	Maint	Admin	FRS	OPS	Safety
LCDR	(b) (6)	LCDR (b) (6)	LT (b) (6)	LCDR (b) (6)	LCDR (b) (6)

Training Coordinator	Pilot Training	NATOPS
LT (b) (6)	LT (b) (6)	LT (b) (6)

SCORE	SKEDS	Logs/Records	COMM/CMS	Training
LT (b) (6)	LT (b) (6)	LT (b) (6)	LTJG (b) (6)	LT (b) (6)

PAO	ESO	Legal	1ST LT
ENS (b) (6)	LT (b) (6)	LTJG (b) (6)	ENS (b) (6)

Awards	DAPA	Command Coordinator
LTJG (b) (6)	LT (b) (6) LTJG (b) (6)	LT (b) (6)

Aircraft	Avionics	Maint Admin	QA
LT (b) (6)	LT (b) (6)	----	LT (b) (6)

Mat'l Control	Line	Maint Control	Framp
LT (b) (6)	LT (b) (6)	CWO2 (b) (6)	CWO3 (b) (6)

HAZMAT
LT (b) (6)

ROUTINE

UNCLASSIFIED

INCOMING

ADMINISTRATIVE MESSAGE

ROUTINE

R 132300Z JUL 92 ZYB PSN 345794032

FM HELSUPPRON ONE

TO COMNAVAIRPAC SAN DIEGO CA//7237312//
COMNAVAIRSYSCOM WASHINGTON DC//530//INFO COMNAUSEASYSOM WASHINGTON DC//06031//
FACSFAC SAN DIEGO CA//60//
NAVUNSEAWARREN DIV KEYPORT WA//7547//
NAVUNSEAWARREN DET SAN DIEGO CA//JUU//
NAVUNSEAWARREN DET LUA LUA LEI HI//90//
COMNAVAIRWARRENACDIV PATUXENT RIVER MD//5AB4A2/RWS1A//
NAVUNSEAWARRENACDIV NEWPORT RI//3824//
COMASWINGPAC SAN DIEGO CA//31/325/327//
PACMISRANFAC KAWAREA BARKING SANDS HI//JUU//

UNCLAS //N03100//

MSGID/GENADMIN/HEL SUPPRON ONE//
SUBJ/EVALUATION RESULTS FOR RECOVERY OF HORIZONTAL MK-30 TARGETS//
REF A/LTR/NAVUNSEAWARREN/09JUN92/NOTAL//
REF B/RNG/COMNAVAIRSYSCOM/122000Z/JUN92/NOTAL//
REF C/DOC/NAVUNSEAWARREN 92-0307-1/NOTAL//
NARR/REF A IS REQUEST FOR FLIGHT CLEARANCE TO CONDUCT SUBJ TESTING.
REF B GRANTED APPROVAL FOR EVAL OF HELD RECOVERY OF HORIZONTAL MK-30
TARGET. REF C IS OPERATIONAL TEST PLAN FOR CONDUCTING TESTS ON
SINGLE AND DOUBLE SNARE RECOVERY SYSTEMS FOR MK-30 TARGETS.//
POC/ (b) (6) LT/PRIPH: AV (b) (6) -//SECPHN: AV (b) (6) //
RMKS/1. THE FOLLOWING IS A SYNOPSIS OF MK-30 TARGET RECOVERY
TECHNIQUE EVALUATION CONDUCTED 22 JUN 922. BACKGROUND: MK-30 TARGETS, USED AT SCORE, ARE DESIGNED TO
FLOAT VERTICALLY FOR RETRIEVAL BY HELICOPTER (PRIMARY RECOVERY
METHOD). IF A HARDWARE PROBLEM OCCURS THE TARGET MAY, BY DESIGN,
FLOAT HORIZONTALLY AND CANNOT BE RECOVERED USING THE STANDARD MK-2
HELICOPTER RECOVERY CAGE. NAVSEA (08034) REQUIRES A BACKUP RECOVERY
METHOD/PLATFORM BE AVAILABLE TO RECOVER A TARGET WITHIN 90 MINUTES
IN CASE THE PRIMARY METHOD FAILS. THE CURRENT BACKUP METHOD TO
HELICOPTER RECOVERY IS A TWR (TORPEDO WEAPONS RECOVERY) BOAT ON RANGE.
ABOVE SEA STATE THREE TWR'S CANNOT RECOVER DUE TO SAFETY CONCERNS.
TO PROVIDE FOR HELICOPTER RECOVERY OF HORIZONTALLY FLOATING MK-30 TARGETS,
AN ALTERNATIVE SINGLE AND DOUBLE SNARE SYSTEM WAS DEVELOPED BY NAVAL
UNDERSEA WARFARE CENTER (NUWC) DIV NEWPORT, RI. REF A REQUESTED A
FLIGHT CLEARANCE FOR TEST AND EVALUATION OF HORIZONTAL MK-30
TARGET RECOVERIES AND REF B GRANTED INTERIM CLEARANCE. PER REF
C INITIAL TESTING WAS CONDUCTED UNDER IDEAL CONDITIONS AT WILSON
COVE, SAN CLEMENTE ISLAND (SHELTERED HARBOR). THE FINAL SINGLE-
POINT TEST WAS CONDUCTED ON THE SCORE RANGE (OPEN OCEAN) WITH AN
ESTIMATED SEA STATE OF TWO. 3. THE VARIATION OF THE MOM SNAREPOLE BEING EVALUATED WAS CONSIDERED INEFFECTIVE AND IMPRACTICAL BY
HC-1 AIRCREW FOR THE FOLLOWING REASONS:

A. TWO-POINT LIFT METHOD

(1) LIFTING LINES WOULD TWIST AND THE TARGET WAS UNSTABLE IN
FORWARD FLIGHT UPON REACHING 65 KTS.(2) IF SEA CONDITIONS ARE NOT CALM THE AIRCREW WILL EXPERIENCE
DIFFICULTIES OBTAINING A PROPER SNARE ON THE TARGET DUE TO TARGET/
AIRCRAFT MOTION.(3) DUE TO SNARE POLE DESIGN, A SIGNIFICANT POTENTIAL TO PLACE
THE DOUBLE SNARE ON BACKWARDS EXISTS WHICH WOULD NECESSITATE RECOVERY
BY HELICOPTER TO BE ABORTED.

B. SINGLE-POINT LIFT METHOD

(1) DURING THE FINAL TEST THE SINGLE NOOSE SLIPPED AND THE
LIFTING CABLE BROKE AT A POINT JUST ABOVE THE NOOSE.3. AN IN-DEPTH ANALYSIS IS AVAILABLE AT HC-1 AND WILL BE
FORWARDED VIA SEPORA. IN SUMMARY, THE TWO-POINT AND SINGLE-POINT
LIFT METHODS PROPOSED IN REF A ARE CONSIDERED UNSAFE, AND ARE NOT
RECOMMENDED AS AN APPROVED METHOD OF RECOVERY FOR A HORIZONTALLY
FLOATING MK-30 TARGET.//

BT

C. J. HEL SUPPRON ONE (3) ... DRG

723 (1) ... ACT FOR COMNAVAIRPAC SAN DIEGO

72367-17/1205

312 (1) 311 (1) 90 (1) 727 (1) 725 (1) 72 (1) SDO (1) MDC (1) F (1) C

31 (1) INFO FOR COMASWINGPAC SAN DIEGO

03100 1-0555

30 (1) 30 (1) 36 (1) 33 (1) 312 (1) 321 (1) 30 (1) 10 (1) 01 (1) 20 (1)

SDO (1) FEE (1)

RTD: 098-000/00P-ES: 0030

345754/156

01 OF 01 NRAD0436 196/01:352

132300Z JUL 92

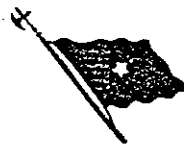
CSN: RX1A00066

196/03:122

HEL SUPPRON ONE

UNCLASSIFIED

Enclosure (5)



Recd
APR 24 1992

COMMANDER
ANTI-SUBMARINE WARFARE WING U. S. PACIFIC FLEET

22 April 1992

Mike
Dear Commander Fitzsimmons,

Anti-Submarine Warfare Wing, U.S. Pacific Fleet
" squadrons continued a superlative record of outstanding mission accomplishment in 1991. The record will show that superb leadership, well trained personnel and high unit safety awareness were primary contributors to our mutual success. Because safety remains critical to our future successes, it is a personal delight for me to extend my congratulations to the Fleet Angels of HC-1 and acknowledge your being named the winner of the Chief of Naval Operations Aviation Safety Award for 1991.

You successfully competed against the Fleet's best, clearly the quality and professionalism of your "team" efforts have risen to the top. Your collective efforts have enhanced your reputation and through this achievement, you are rightfully recognized as "Best of the Best."

Operational readiness and future success will depend upon total collective all hands commitment and continuous quality leadership from our officers and senior enlisted personnel. Your squadron has exemplified these qualities through sustained superior performance and I am proud to have you on my team.

Please extend my appreciation and congratulations to all hands. Well Done.

Warm regards,

D. W. BAIRD
Rear Admiral, U. S. Navy

CDR Michael J. Fitzsimmons, USN
Commanding Officer
Helicopter Combat Support Squadron 1
Naval Air Station, North Island
San Diego, CA 92135-5198

Attitude

Enclosure (6)



COMMANDER JOHN W. MULLARKY, UNITED STATES NAVY

Commander John W. Mullarky, a native of (b) (6) entered the U.S. Navy in 1973 after receiving a Bachelor of Science Degree from Florida Technological University. Following Aviation Officer Candidate School and Naval Flight Training, he was assigned to the first of four operational helicopter squadron tours. These tours covered the full spectrum of HC aircraft and missions including plane guard, vertical replenishment, and heavy lift. In 1988, he took the reins as Commanding Officer of the Black Stallions of Helicopter Combat Support Squadron Four in Sigonella, Sicily. CDR Mullarky has accumulated over 3200 hours and 1100 shipboard landings in eight different Navy aircraft.

Significant shore assignments include a tour in recruiting as an Officer Recruiter and Enlisted Programs Officer at Harrisburg Pennsylvania. There he was a member of the top recruiting district in the nation for two consecutive years. In 1990 he reported to the Joint Staff, National Emergency Airborne Command Post at Offutt AFB, Nebraska, where he served as Command Center Operations Chief. He is a designated Joint Specialty Officer. CDR Mullarky was selected for Aviation Bonus Command in 1991 and subsequently for promotion to Captain in February 1992. He holds a Masters Degree in National Security Affairs from the U.S. Naval Postgraduate School in Monterey, California, and graduated from the U.S. Army War College at Carlisle Barracks, Pennsylvania.

CDR Mullarky's awards include the Defence Meritorious Service Medal, Meritorious Service Medal, Navy Achievement Medal, Joint Meritorious Unit Award, Navy Unit Commendation, Meritorious Unit Commendation, Navy Battle "E" ribbon, National Defense Service Medal, Armed Forces Expeditionary Medal, Sea Service Deployment ribbon, and Navy and Marine Corps Overseas Service ribbon.

CDR Mullarky and his wife, (b) (6) have three children: (b) (6) age 16, (b) (6) age 11, and (b) (6), age 2.



COMMANDER MICHAEL J. FITZSIMMONS, UNITED STATES NAVY

Commander Fitzsimmons entered the Navy through the Aviation Reserve Officer candidate program (AVROC) after graduating from Emory University in Atlanta, Georgia, in June 1971, he was commissioned in September 1971 and received his wings in June 1972.

Commander Fitzsimmons' initial assignment was to Naval Station Rota, Spain. Subsequent assignment was to HC-16 from February 1976 to August 1978 where he served as Officer-in-Charge for H-46 detachments onboard USS LEXINGTON (CVT-16) and USS EISENHOWER (CVN-69). He attended Defense Intelligence School in Washington, D.C. from September 1978 until October 1979. Commander Fitzsimmons was next assigned to Navy Recruiting District, Atlanta, Georgia, then to USS GUADALCANAL (LPH-7) as Assistant Operation/Air Operations Officer, following assignments to HC-6, he served as Maintenance Officer in HC-8 and as Officer-in-Charge of an H-46 detachment onboard USS SYLVANIA (AFS-2). Commander Fitzsimmons was attached to Helicopter Tactical Wing One in Norfolk, Virginia from November 1985 to November 1986 as the coordinator for the reestablishment of HC-2.

From January 1987 until June 1989, Commander Fitzsimmons served in HC-5 in Guam where he was the Executive Officer and Commanding Officer. He was Operations Officer onboard USS INCHON (LPH-12) in Norfolk, Virginia. Upon completion of his tour as Commanding Officer of HC-1 Commander Fitzsimmons transferred to Norfolk, Virginia where he serves as Chief Staff Officer, for Commander, Helicopter Tactical Wing One.

Commander Fitzsimmons' personal awards include the Meritorious Service Medal, the Navy Commendation Medal, and the navy Achievement Medal.

Commander Fitzsimmons is from (b) (6). He and his wife (b) (6) have two daughters, (b) (6).